Central Issaquah Commercial Subarea Plan
Existing Conditions Report

June 14, 2007

CITY OF ISSAQUAH

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EXECUTIVE SUMMARY

Background

E Lake Sammamish Parkway looking south

The City of Issaquah is beginning a new phase in planning for the future development of the City by taking a fresh look at the commercial area that covers much of the valley floor. This area, designated the Central Issaquah Commercial Subarea, includes over 900 acres located in the center of Issaquah. It both surrounds and is divided by Interstate 90. Key areas within the boundary include Microsoft/ Siemens to the north, the Lake Sammamish Center to the east, Gilman Boulevard, the Transit Center and Newport Way to the south and west along Newport Way.

The Central Issaquah Commercial Subarea contains approximately 89% of the commercially zoned land in Issaquah, and is the economic hub of the City. It also serves as a convenient commercial center for residents of Sammamish, North Bend and other surrounding areas. The built environment includes retail stores, medical services, parking lots, offices and warehouses – only few of which take advantage of the natural beauty that enhances the area including Tibbetts and Issaquah Creeks, hillsides and the mountain and lake views.

Purpose


Issaquah Creek

The purpose of this planning process is to guide the redevelopment of this area as it evolves from a collection of suburban strip malls to a cohesive town center by:

- developing Guiding Principles
- creating an area specific Plan that identifies action steps and
- refining and building on existing Design Standards to achieve the desired results.

None of this will be possible without the continued active participation and thoughtful input of the community, be it property owners, interested citizens, community groups, business groups, or elected/appointed officials such as the City Council and the Planning Policy Commission (PPC).

Existing Conditions Report

This report is the first building block toward development of the Subarea Plan and Design Standards. It contains commonly requested planning information that applies to the area, including land use, zoning, transportation, environment, and capital facilities as well as more specific development information such as property owners and estimates of development/redevelopment potential.

This report also provides a summary of some of the policies that will influence redevelopment of the subarea including the Washington State Growth Management Act, Issaquah Comprehensive Plan and the Economic Vitality Plan, as well as regional vision documents such as the Cascade Agenda and Vision 2020.

Growth Management Act


Vacant property along Newport Way NW

In 1990, the Washington State Growth Management Act (GMA) required that the majority of new growth occur within an urban growth boundary. GMA requires cities within the urban growth boundary provide levels of urban services for planned development in urban areas, protection of natural areas, multimodal transportation systems, affordable housing, retention of open space, and opportunities for citizen involvement. Each city is required to address their plan for growth and service provision in a Comprehensive Plan.

Comprehensive Plan

The Issaquah Comprehensive Plan is the official City document that provides all policy adopted by the City Council to guide the growth of the city in a manner consistent with the GMA. This document is reviewed annually by the Planning Policy Commission and City Council to ensure growth policies remain up-to-date. The Subarea planning effort is directly related to policies added to the Comprehensive Plan in the last few years, especially those resulting from the Transportation Element update and the concept of establishing Pedestrian Emphasis Districts (PEDs).

Economic Vitality Plan


Microsoft offices on 220th Ave SE

The Economic Vitality Plan, while not part of the Comprehensive Plan, is another important source of guidance to the Subarea planning project. This document is the result of a citizen task force that met throughout 2006 to craft strategies for the continued economic health and growth of Issaquah.

The Comprehensive Plan and Economic Vitality Plan are consistent in their recognition of the importance of the Central Issaquah Commercial Subarea. The two documents are also very similar in their guidance for redevelopment in this area.

Cascade Agenda

Another recent source of guidance is the Cascade Agenda, a century-long vision for the Puget Sound Region that goes beyond the time horizon of the Vision 2020 and Destination 2030 plans of the Puget Sound Regional Council. The Cascade Agenda was produced by the Cascade Land Conservancy and endorsed by the Issaquah City Council in 2006. The Conservancy has laid out a set of goals to preserve the region's character through land conservation, creating vibrant towns and cities, and ensuring a strong economy. The vision for the continued development of the Central Issaquah Commercial Area is viewed as an important step in continuing local efforts consistent with the Cascade Agenda.

Conclusion

Commons Shopping Center

The Existing Conditions Report will be a helpful tool as property owners, citizens, community groups and business groups work together in the planning process to build a place where people want to come and shop and stay.

We look forward to working with the public to develop the Subarea Plan and thank all of those that have helped produce the guidance that has given the project a running start.

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OVERVIEW: Aerial Photograph of the Central Issaquah Commercial Subarea

Provided by City of Issaquah Planning Department, June 2007
Sources: Aerial, City of Issaquah, 2006
Parcels, King County Assessor, 2007
Disclaimer: This map is provided as is and should not be used in any application where precision is required. No guarantee is made to the accuracy of this map.

LAND USE: Zoning

The Land Use Code, Chapter 18.06, Establishment of Zoning Districts, provides the primary land use regulations for the City. Zoning generally answers the questions of what is allowed? And where?

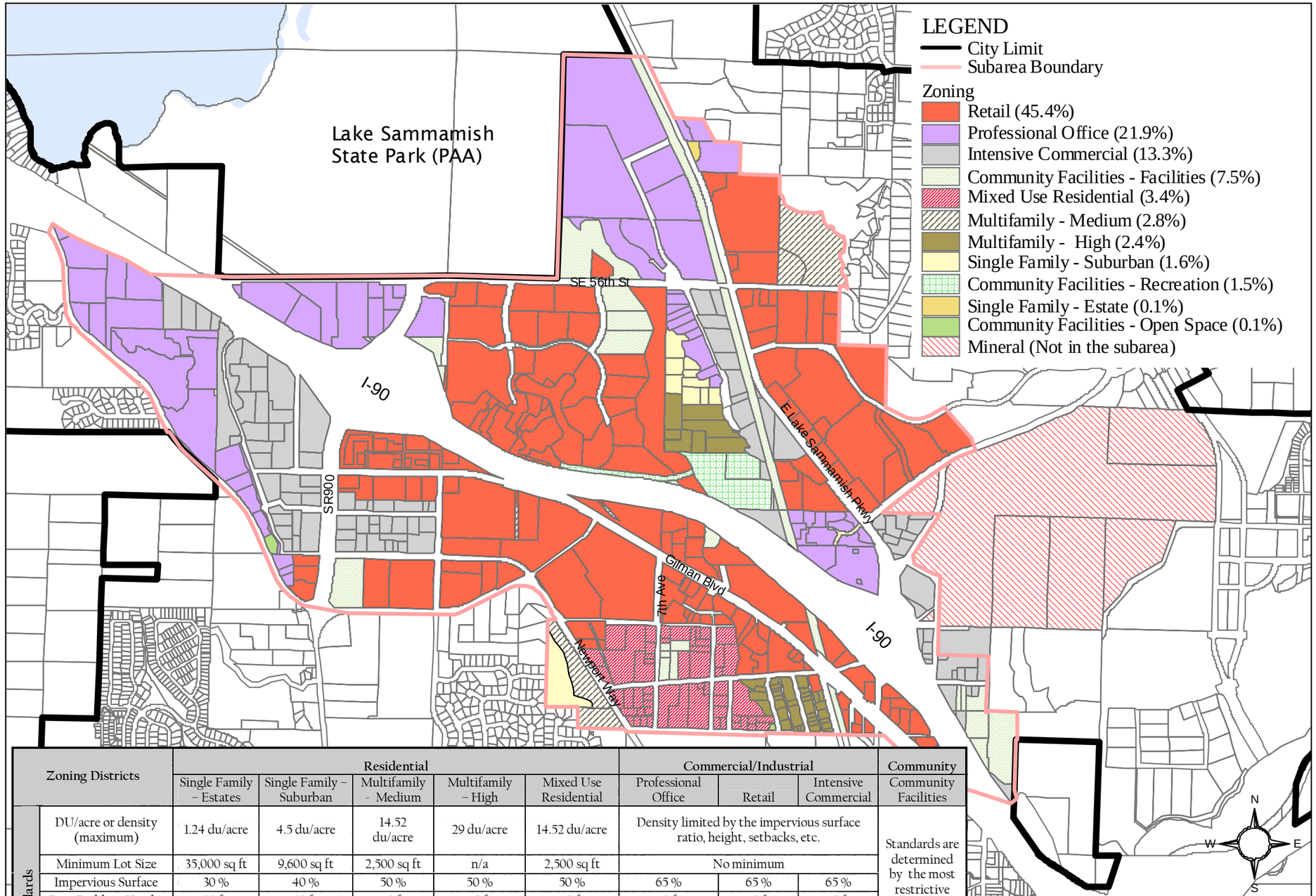
The zoning districts in the Subarea are noted on the adjacent map. It is notable that the area contains almost 90% of the commercially zoned land in Issaquah (excluding the Urban Villages).

The R-Retail, PO-Professional Office, and MUR-Mixed Use Residential zones make up over 70% of the zoning in the Subarea. These three zones currently allow the widest variety of uses possible, including residential, office, retail, and service. This range includes everything from grocery stores and restaurants to medical facilities and corporate headquarters.

The land zoned Mineral Resources, to the east of the Subarea, was initially considered as part of the Subarea but was excluded due to the property owner's intent to continue the present mining operation beyond the 20- year horizon for the Subarea plan.

KEY POINTS

1. Over 75% of the land in the Subarea can be developed with residential mixed use.
2. The Subarea contains 89% of the commercially zoned land in the entire City.
3. The Subarea contains the majority of the Intensive Commercial zoning in the City (excluding the Urban Villages).
4. This is the only area where industrial uses and auto dealerships are allowed.



Zoning Districts		Residential					Commercial/Industrial			Community
		Single Family – Estates	Single Family – Suburban	Multifamily - Medium	Multifamily – High	Mixed Use Residential	Professional Office	Retail	Intensive Commercial	Community Facilities
Standards	DU/acre or density (maximum)	1.24 du/acre	4.5 du/acre	14.52 du/acre	29 du/acre	14.52 du/acre	Density limited by the impervious surface ratio, height, setbacks, etc.			Standards are determined by the most restrictive contiguous zoning.
	Minimum Lot Size	35,000 sq ft	9,600 sq ft	2,500 sq ft	n/a	2,500 sq ft	No minimum			
	Impervious Surface	30 %	40 %	50 %	50 %	50 %	65 %	65 %	65 %	
	Base Building Height	30 ft	30 ft	40 ft	40 ft	40 ft	40 ft	40 ft	40 ft	
	Max. Building Height	Not applicable		50 ft	65 ft	50 ft	65 ft	65 ft	65 ft	
	Scale/ Floor Area Limits	n/a	n/a	4,000 sq ft for office	4,000 sq ft for office/retail	30,000 sq ft for office/retail	30,000 sq ft for retail	n/a	n/a	
	Residential Mixed Use	No	No	Yes	Yes	Yes	Yes	Yes	No	No

Provided by City of Issaquah Planning Department, June 2007
Sources: Zoning, City of Issaquah, 2006
Parcels, King County Assessor, 2007
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LAND USE: Transfer of Development Rights (TDR)

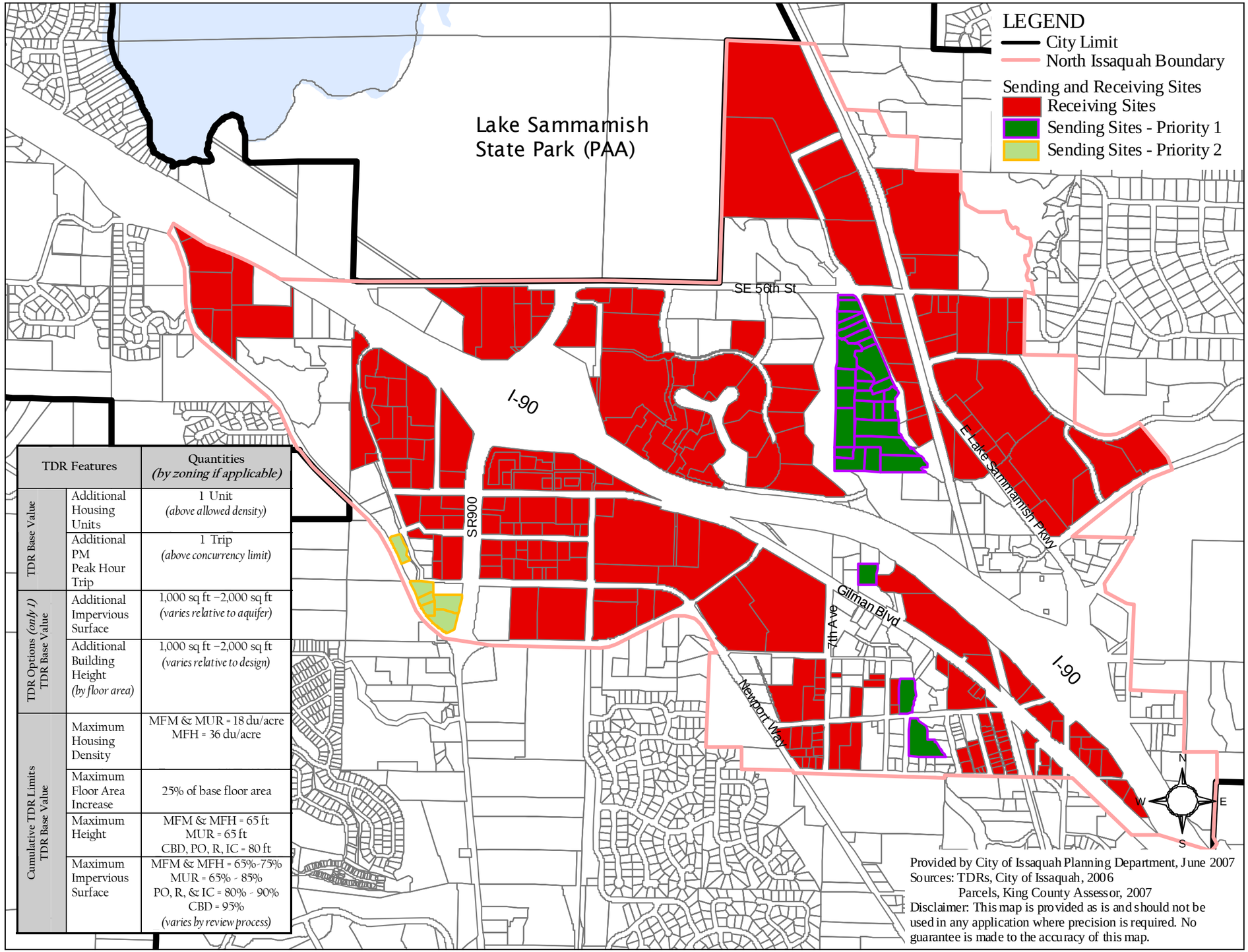
The City established a TDR Program in 2005 whereby development rights can be transferred to areas along major streets or transit corridors in order to decrease development and protect environmentally sensitive land. Properties that contain a substantial amount of critical areas are designated Sending Sites. Owners of Sending Sites may sell (transfer) the rights to develop their properties to owners of designated Receiving Sites - land identified as more suitable for development. Owners of Receiving Sites may then use the purchased development rights to increase the development potential of their property.

Citywide, there are just over 1,000 Sending Site credits still available on more than 300 acres of land. Additionally, up to 75 Sending Site credits are located in King County's Issaquah Creek Basin that may also be transferred to Issaquah.

KEY POINTS

1. The Subarea contains 452 of the City's Receiving Sites totaling about 490 acres.
2. Thirty six of the City's Sending Sites are in the Subarea. Approximately 35 acres of permanent open space will be located in the Subarea if these development rights are purchased.
3. TDRs have the potential to protect sensitive lands while adding economic opportunities in the Subarea over the next 20 years.
4. The use of TDRs at Receiving Sites may result in additional vehicle trips, additional housing units, increased impervious surface allowance and/or extra building height.

TDR Features		Quantities *(by zoning if applicable)*
TDR Base Value	Additional Housing Units	1 Unit *(above allowed density)*
	Additional PM Peak Hour Trip	1 Trip *(above concurrency limit)*
TDR Options *(only 1)* TDR Base Value	Additional Impervious Surface	1,000 sq ft –2,000 sq ft *(varies relative to aquifer)*
	Additional Building Height *(by floor area)*	1,000 sq ft –2,000 sq ft *(varies relative to design)*
Cumulative TDR Limits TDR Base Value	Maximum Housing Density	MFM & MUR = 18 du/acre MFH = 36 du/acre
	Maximum Floor Area Increase	25% of base floor area
	Maximum Height	MFM & MFH = 65 ft MUR = 65 ft CBD, PO, R, IC = 80 ft
	Maximum Impervious Surface	MFM & MFH = 65%-75% MUR = 65% - 85% PO, R, & IC = 80% - 90% CBD = 95% *(varies by review process)*



Provided by City of Issaquah Planning Department, June 2007
Sources: TDRs, City of Issaquah, 2006
Parcels, King County Assessor, 2007
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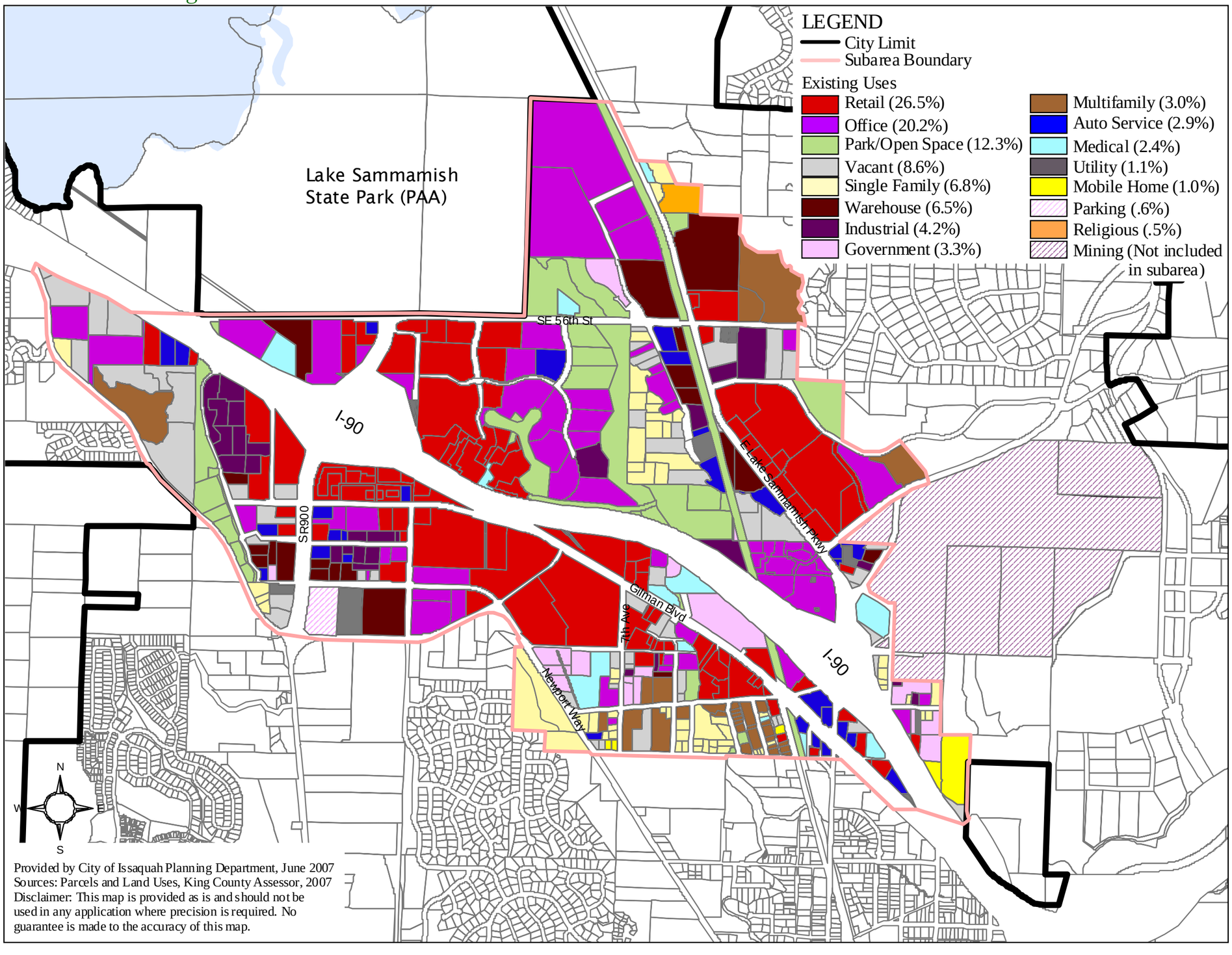
LAND USE: Existing Uses



Provided by City of Issaquah Planning Department, June 2007
Sources: Parcels and Land Uses, King County Assessor, 2007
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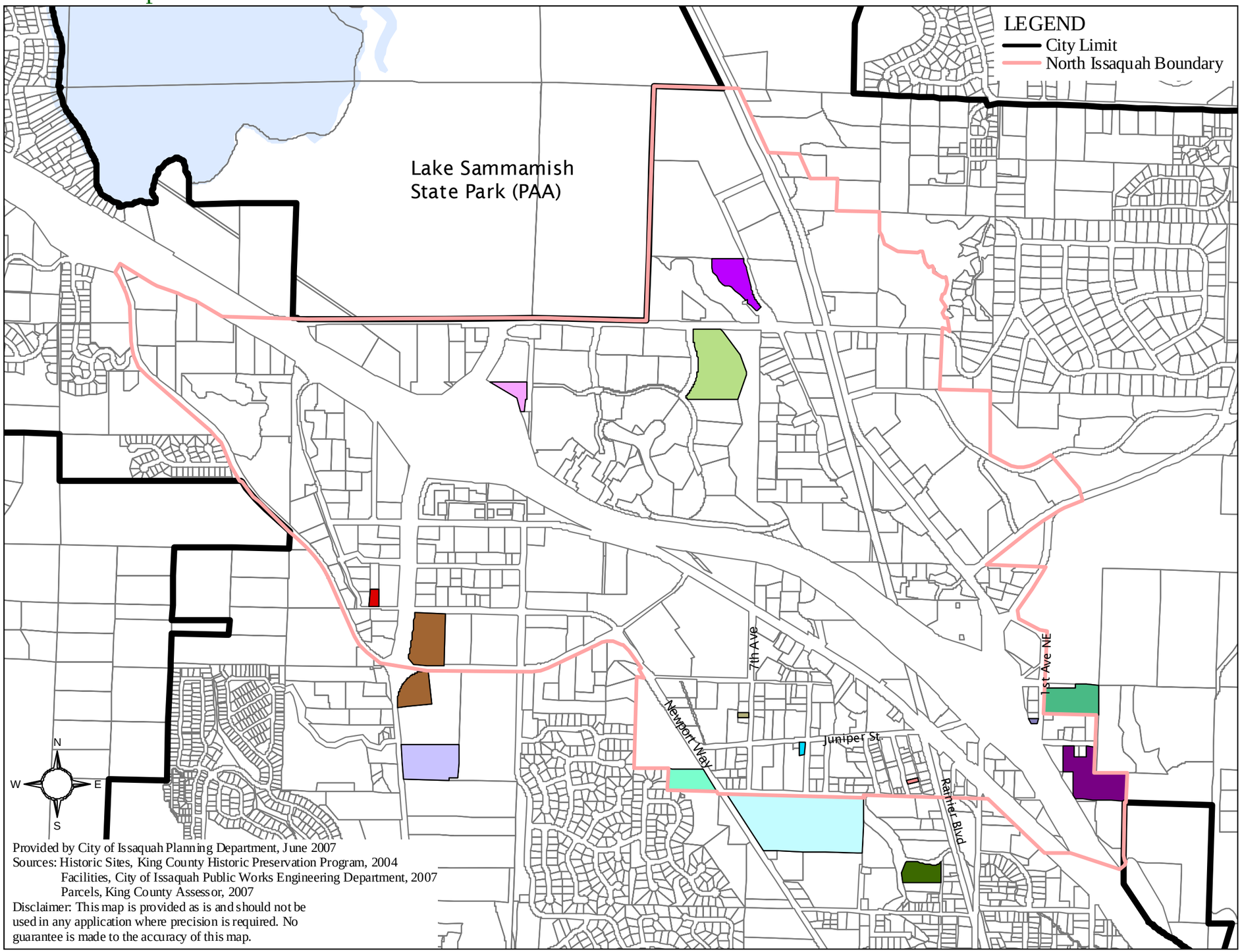
There is no clear division of land uses in the Subarea. Newer office buildings exist or are being built both on the north and south sides of I-90, large retail shopping centers exist on the north and south sides and small amounts of residential uses are scattered throughout the area.

KEY POINTS

1. Approximately 13,000 employees are located in the Central Issaquah Commercial Subarea.
2. All but one of the City's top ten employers are located in the Subarea. (City Hall is located in Olde Town.)
3. According to the 2007 King County Assessor's Tax Records, just over half of the buildings in the subarea were constructed before 1990.
4. Roughly 75% of developed land is currently used for surface parking lots.

LAND USE: Capital Facilities and Historic Landmarks and Sites



Public Facilities
- Eastside Fire and Rescue Station 72
- Issaquah City Hall Northwest
- Issaquah Parks Maintenance Shop
- Issaquah Public Works Operations Shop
- Issaquah Valley Elementary School/ Issaquah School District Administration Building
- King County Courthouse
- Pickering Farm*
- Tibbetts Manor
- Transit Center/Temporary Parking

Historic Landmarks and Sites
- 750 2nd Ave NW
- 755 Newport Way NW
- 945 7th Ave NW
- Cubbons House
- McDonald Residence
- Pickard House

* Also an historic landmark

Public facilities shown on this map include those properties owned by the City, King County, Issaquah School District or Eastside Fire and Rescue. Publicly owned parks and open spaces are shown on a separate map.

The historic landmarks and sites include properties included in the Historic Resources Inventory I and II conducted by the King County Preservation Program and the Issaquah Historical Society in 2000 and 2004. Pickering Farm is a National and State Landmark.

Provided by City of Issaquah Planning Department, June 2007
Sources: Historic Sites, King County Historic Preservation Program, 2004
Facilities, City of Issaquah Public Works Engineering Department, 2007
Parcels, King County Assessor, 2007
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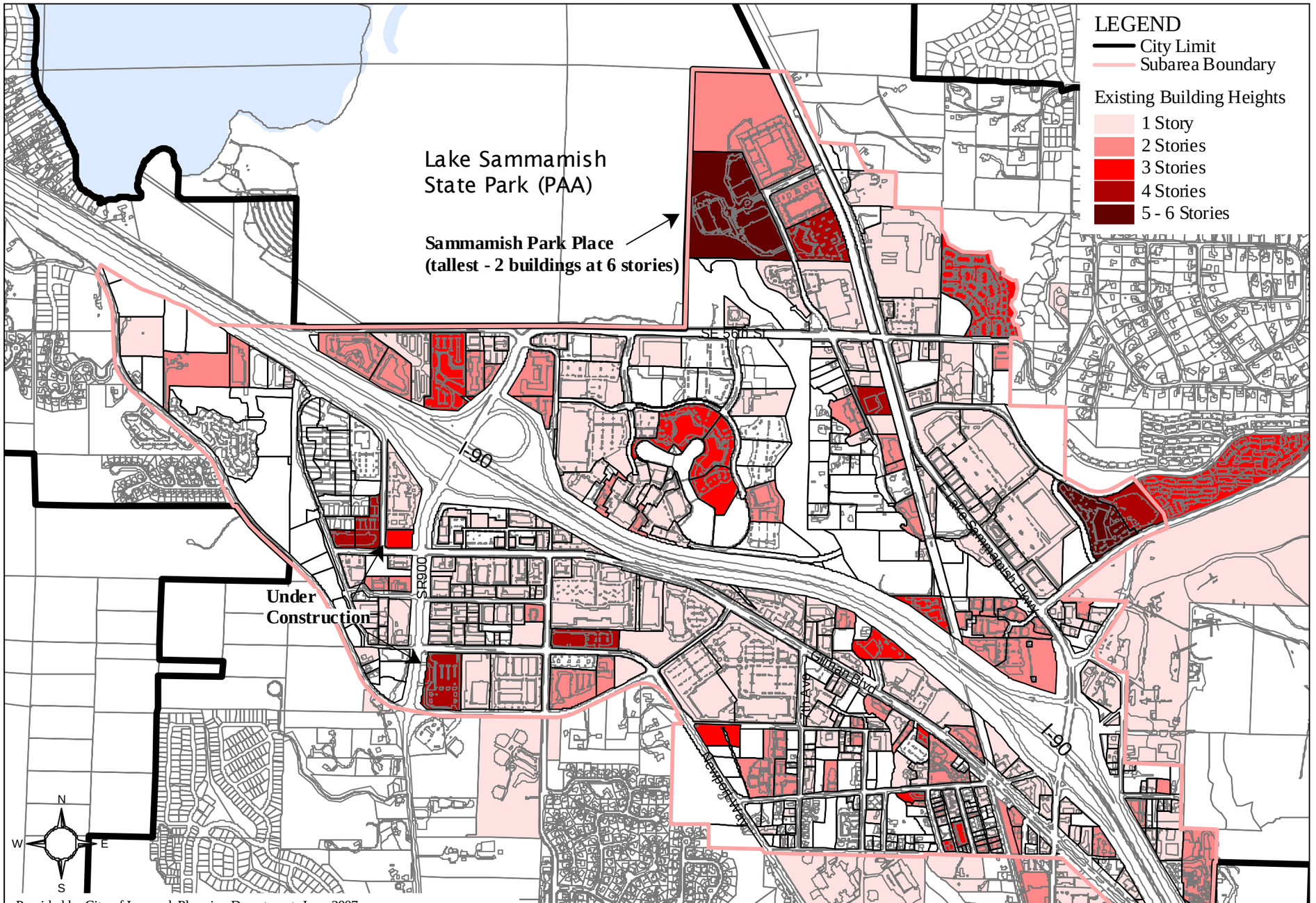
LAND USE: Built Environment (Current and Potential Zoning Buildout)



Provided by City of Issaquah Planning Department, June 2007
Sources: Impervious Surface, City of Issaquah Public Works Engineering Department, 2006
Parcels, King County Assessor, 2007
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The adjacent map represents the current built environment in the study area.

A. Current Development

Residential

Housing Units: 738

Commercial

Floor Space:	6.3 M sq. ft.
Average Floor Area Ratio:	.25
% 1-2 Story Buildings:	89.6%
% 3 Story Buildings:	7.8%
% 4+ Story Buildings:	2.6%
Typical Parking:	Surface Lots
Typical Use:	Single Use

B. Estimated Maximum Buildout

An estimate of potential buildout is provided to help envision what the maximum development levels could be for planning purposes. This level of redevelopment is not likely within the planning period, but may be technically possible in the long term under the current Land Use Code. This is only an estimate. Full development potential also depends upon environmental and market conditions best evaluated at the project level.

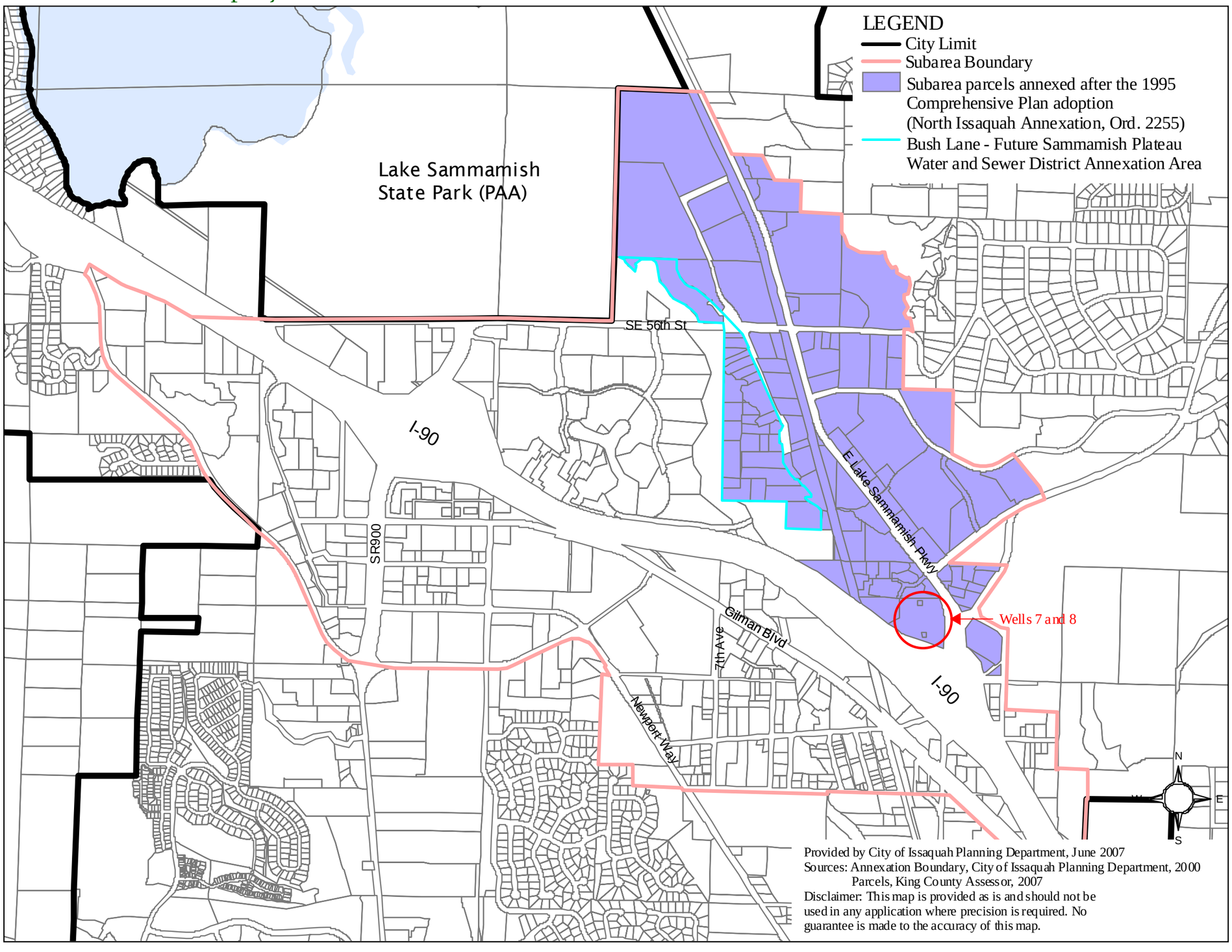
Residential:

Max. Housing Units (Res. Zones): 1550
(+ any Mixed Use Units)

Commercial:

Max. Floor Space	14M – 18M sq. ft.
Avg. Floor Area Ratio	.85 - 1
% 1-3 Story Buildings	0%
% 4+ Story Buildings	100%
Typical Parking	3-4 Level Garages
Typical Use	Mixed Use if Retail, some single use office or residential possible

LAND USE: Subarea Property Annexed After 1995

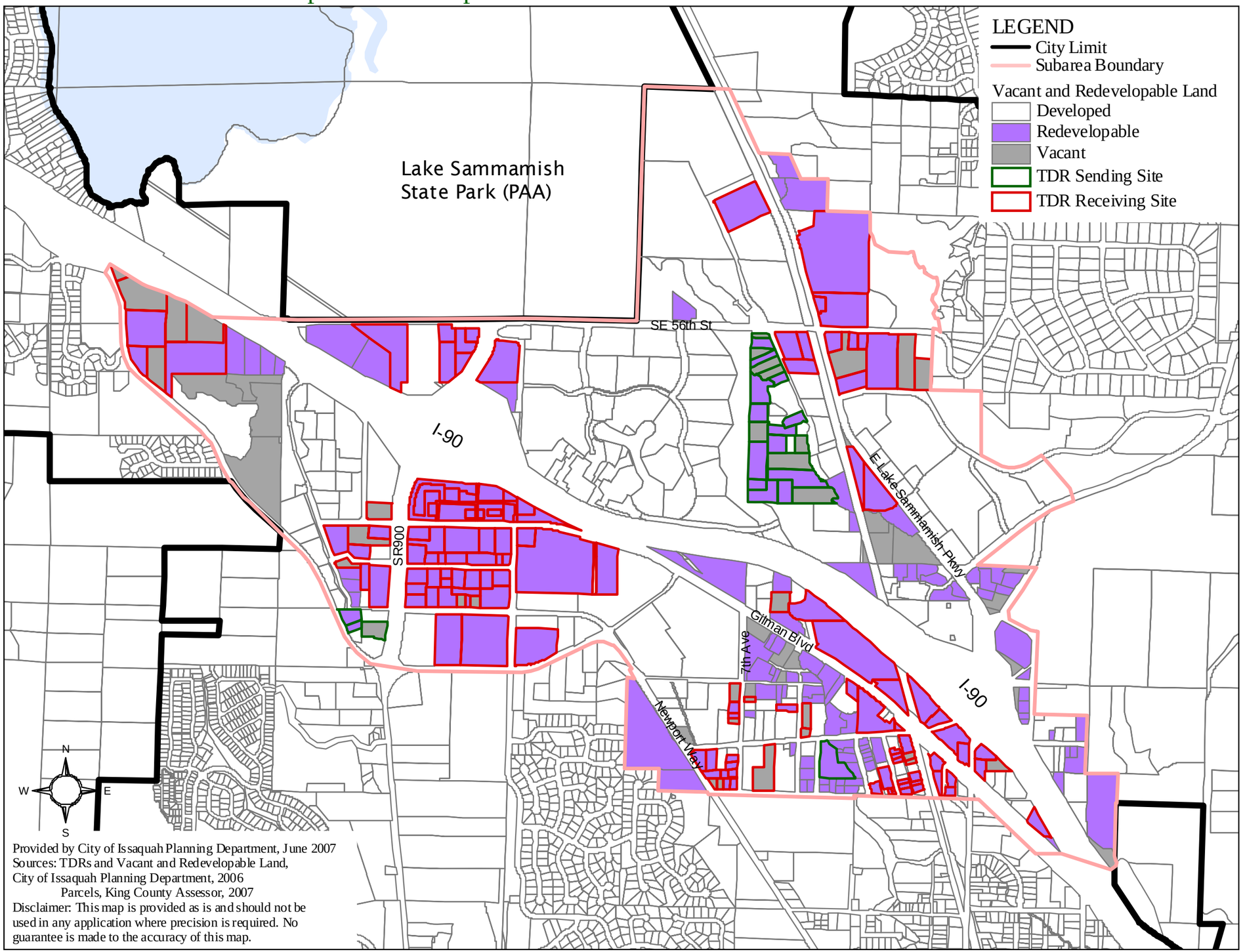


The North Issaquah area was annexed on February 28, 2000. The annexation area extends north and east of the Subarea boundary. The annexation area contained 1,024 acres of which more than 375 are located in the Central Issaquah Commercial Subarea.

With the exception of the Bush Lane area, the North Issaquah annexation area is served by the Sammamish Plateau Water and Sewer District (SPWSD). The SPWSD serves a total of 40,000 people, has seven pumps and relies solely on ground water. Pumps 7 and 8, located in the North Issaquah annexation area, serve 50% of the entire Sammamish Plateau water district.

In 2001, SPWSD adopted a comprehensive plan in accordance with the Growth Management Act. As a result of the annexation in February 2000, the City now holds a position on the SPWSD board and has a voice in the creation and adoption of the comprehensive plan. The SPWSD comprehensive plan states that sometime in the future the SPWSD will expand its water service boundaries to include Bush Lane and part of Overdale Park, and will expand its sewer boundaries to the east and south.

ECONOMIC VITALITY: Development/Redevelopment Potential



Provided by City of Issaquah Planning Department, June 2007
Sources: TDRs and Vacant and Redevelopable Land,
City of Issaquah Planning Department, 2006
Parcels, King County Assessor, 2007
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Three factors were taken into consideration to determine if a parcel is vacant, redevelopable or developed: land value to improvement value, age of the building and local knowledge.

If a property's land value is less than its improvement value and the property was developed in 1990 or later, the property is considered developed for purposes of assessing redevelopment potential. If the property's land value is more than its improvement value or the property was developed prior to 1990, the property is considered redevelopable. In cases when a property only met one of the criteria, local knowledge played a role. A vacant property is defined as having improvements worth less than $1,000.

By this methodology, 58% of the area is considered developed, 33.5% is redevelopable and 8.2% is vacant.

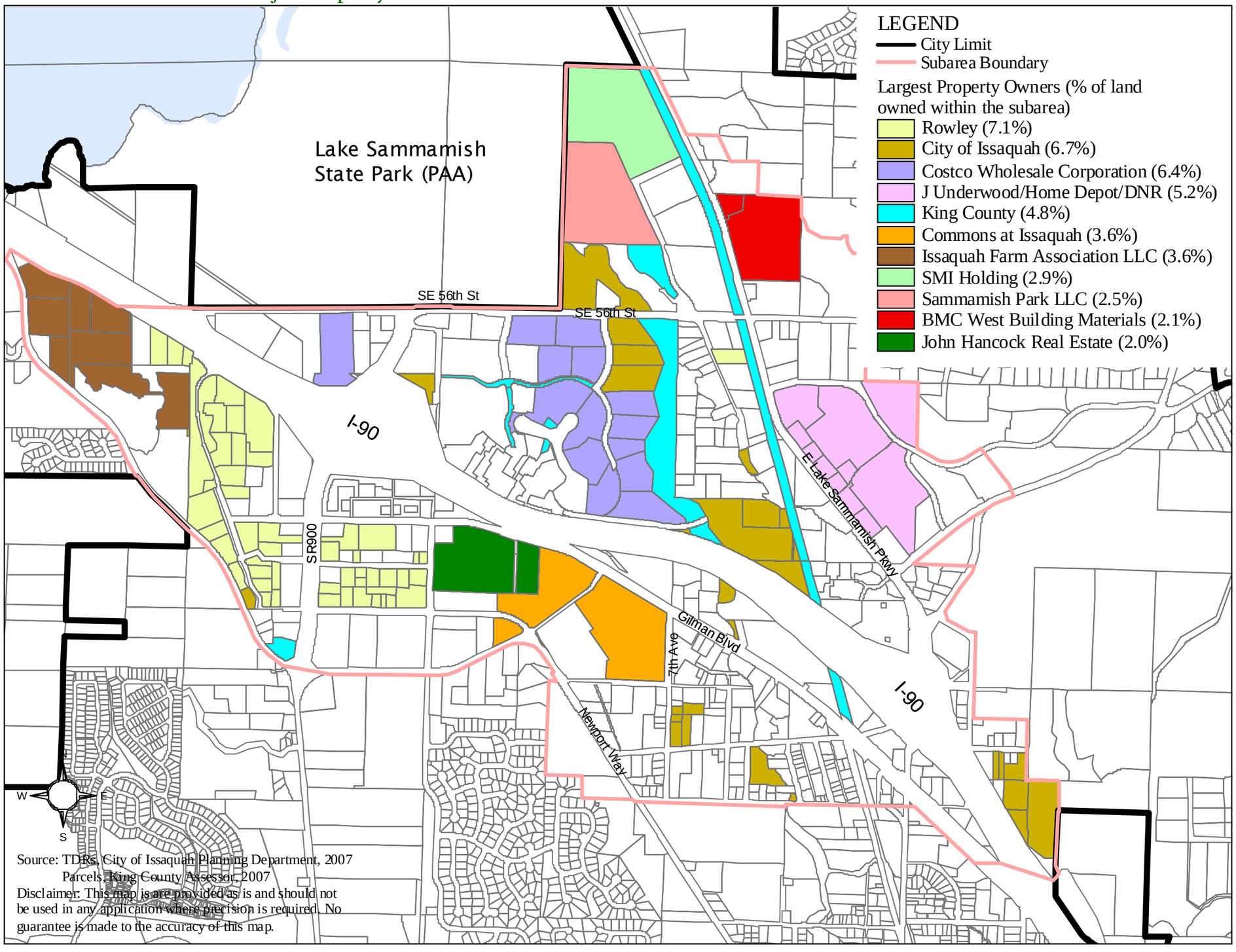
Of the 254 TDR Receiving Sites in the Subarea, 147 of these are also redevelopable (approximately 209 acres); 27 vacant parcels in the Subarea are also Sending Sites (approximately 26 acres).

Several of the redevelopable parcels make up entire blocks.

KEY POINTS

1. Many of the redevelopable properties make up almost entire blocks which creates more potential for larger developers
2. Most of the redevelopable parcels that are also receiving sites are located south of I-90.
3. Most of the redevelopable parcels that are also sending sites are located north of I-90.

ECONOMIC VITALITY: Major Property Owners



Source: TDRs, City of Issaquah Planning Department, 2007
Parcels, King County Assessor, 2007

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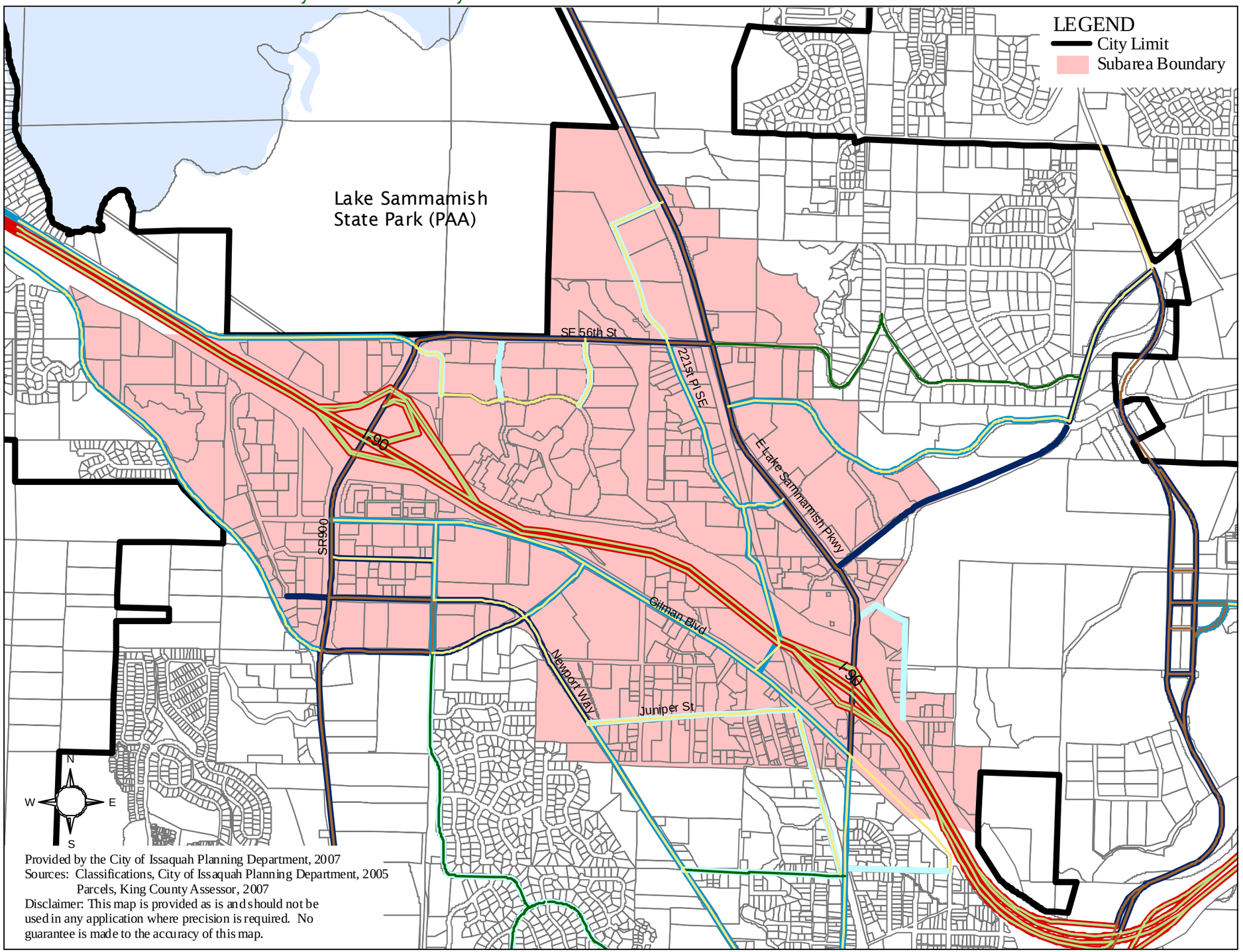
A significant amount of land within the plan area is held by a relatively small number of owners or ownership groups. Thirteen entities control 47% of the land in the plan area.

KEY POINTS

1. Approximately 52% of the plan area land is locally owned.
2. Approximately 82% of the plan area land is owned by entities within Washington (including Issaquah).
3. Approximately 18% of the plan area land is owned by out of state entities.
4. The Rowley properties west of SR-900 compose the Hyla Crossing master plan development approved in 1998. When completed, this development is anticipated to contain 620,000 square feet of commercial, including the Hilton Hotel and Issaquah Chevrolet.

TRANSPORTATION: Roadway and Transitway Classifications



Provided by the City of Issaquah Planning Department, 2007
Sources: Classifications, City of Issaquah Planning Department, 2005
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Roadway and Transitway Classifications, adopted by the City Council in 2005, represent the desired functions of the road. Either the roads currently function that way, or will be reconstructed to function as such. Descriptions of the classifications are below.

Principal Arterials ▪ traffic movements into, out of and through the City ▪ small percentage of the overall network, yet highest traffic volumes and longest trips ▪ regional and inter-city bus routes and transit centers ▪ service to abutting land use is subordinate to travel service provided by Principal Arterials

Minor Arterials ▪ trips of moderate length, lower travel mobility than Principal Arterials ▪ intra-city and some through traffic trips as well as local and intra-city bus routes ▪ access to abutting land uses such as retail and office centers

Collector Arterials ▪ moderate traffic volumes, shorter trips, little through traffic ▪ local bus routes ▪ movement within neighborhoods with direct neighborhood trips to Principal and Minor Arterials, access to neighborhoods and commercial areas

Local Streets ▪ all roadways and streets not otherwise classified ▪ access to abutting properties

Regional Transitways ▪ separate facility for public transportation modes such as rail or busway

Major Transitways ▪ Characterized by having high transit volumes and by utilizing priority lanes or signals for transit vehicles

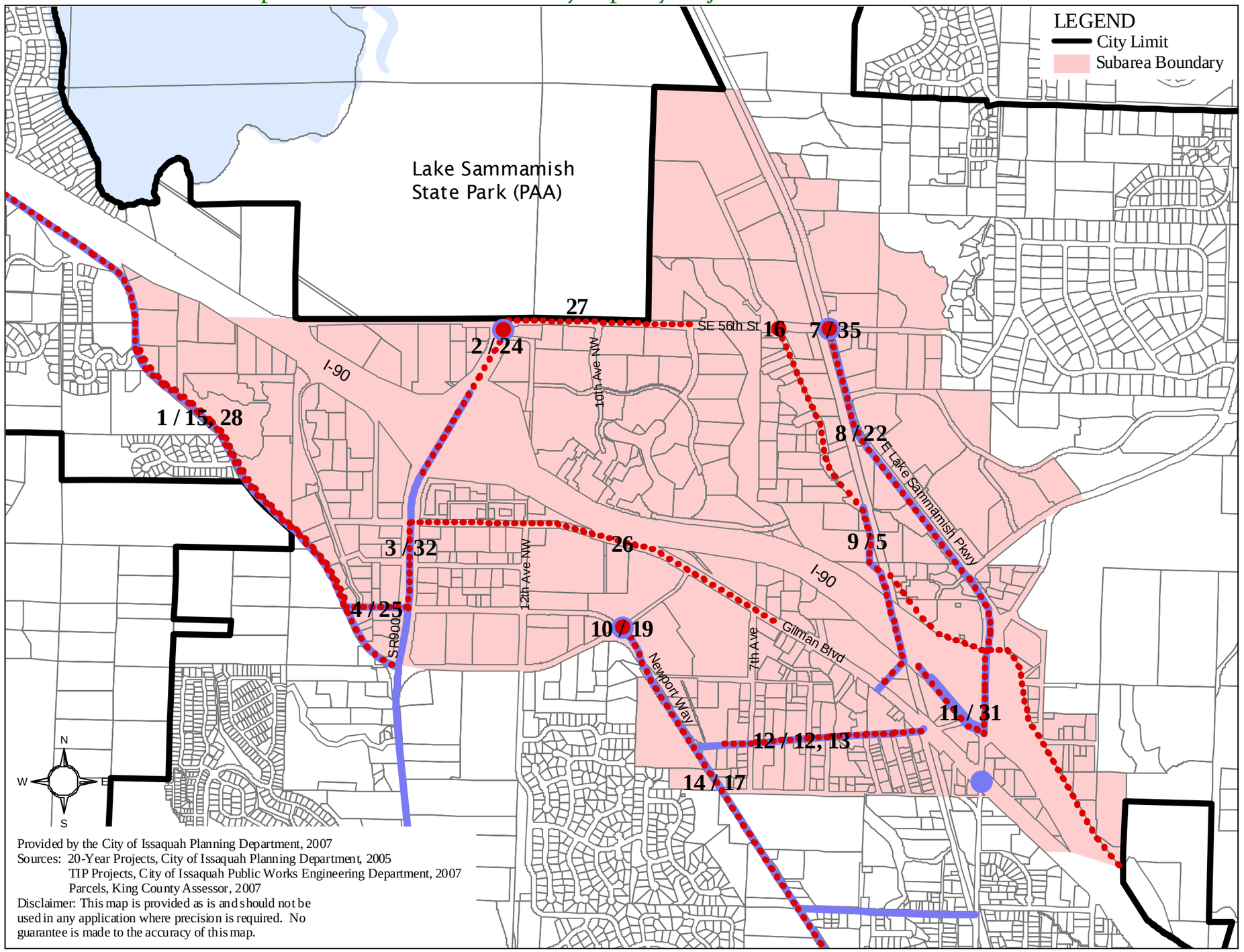
Minor Transitways ▪ Exhibit medium bus volumes and function as a minor corridor or single route for buses

Local Transitways ▪ Correspond to routes using small buses, paratransit or jitneys

KEY POINT

1. All roads except the Maple Street Extension, SE 56th Street and 11th Avenue NW and the southern part of Gilman Boulevard, have both a roadway and a transitway classification.

TRANSPORTATION: Proposed 20-Year and TIP Roadway Capacity Projects



Provided by the City of Issaquah Planning Department, 2007
Sources: 20-Year Projects, City of Issaquah Planning Department, 2005
TIP Projects, City of Issaquah Public Works Engineering Department, 2007
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Projects in the 20-Year Plan / Projects in the 2008-2013 TIP

- 1 / 15, 28 NW Newport Way Improvements west of SR900
- 3 / 32 SR900 Improvements north of Newport Way
- 4 / 25 Maple St Extension
- 8 / 22 E Lake Sammamish Pkwy Improvements
- 9 / 5 I-90 Undercrossing
- 11 / 31 Front St/I-90 Off Ramp 3-Lane Project
- 12 / 12, 13 NW Juniper St Improvements
- 14 / 17 Newport Way Improvements
- 2 / 24 12th Ave NW/SR900/NW Sammamish Rd/ SE 56th St Intersection Improvements
- 7 / 35 E Lake Sammamish Pkwy/SE 56th St Intersection Improvements
- 10 / 19 Maple St/Newport Way Intersection Improvements

Projects only in the 20-Year Plan

- 5 SR900 (middle section) Widening
- 13 Front St/NW Gilman Blvd Intersection Improvements

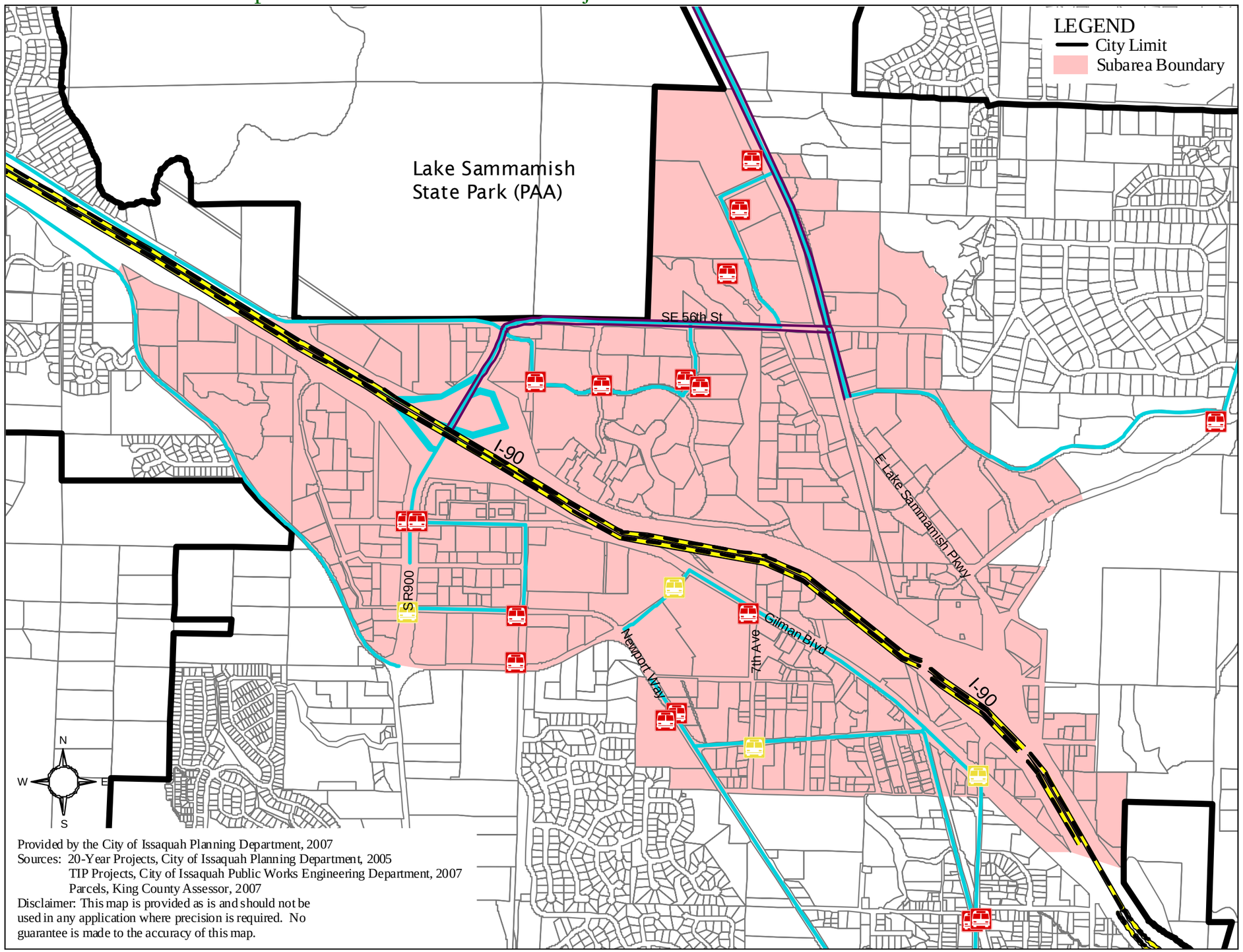
Projects only on the 2008-2013 TIP

- 26 NW GIlman Blvd (SR 900 to 700' e of 7th Ave NW)
- 27 SR900/NW Sammamish Rd Widening
- 16 SE 56th St/221st Place SE Intersection Modification

KEY POINTS

1. Three of the Comprehensive Plan 20 Year Capacity Projects for the area are already complete or will be by the end of 2007:
   - #3: SR-900 Widening
   - #13: Front/Gilman Intersection
   - #19: ITS Signal System *(voter approved)*
2. All of the remaining 20-year projects related to the plan area are included in the 2008-2013 TIP with the exception of CP-5: SR-900 Widening (*State project*).
3. The 2008-2013 TIP contains nearly $68 million in roadway improvements within the plan area.
4. The $68 million in roadway projects represents approximately 42% of the entire $161 million in transportation investments represented by the 2008-2013 TIP.

TRANSPORTATION: Proposed 20-Year and TIP Transit Projects



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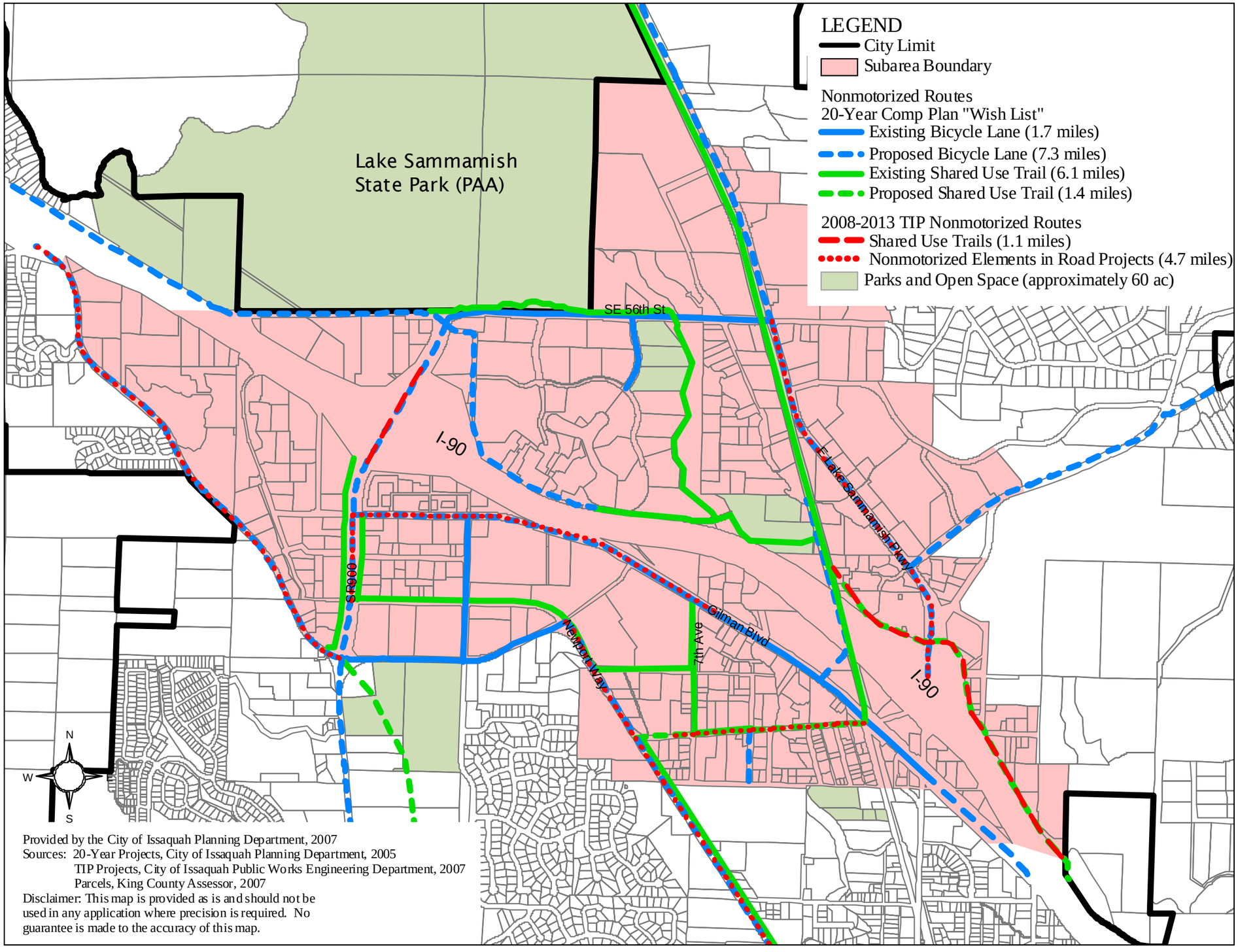
In 2005, the City adopted the 20-year Transit and Transit Supportive Projects and Programs (shown on the map) as well as goals for service increases on existing routes. While the City does not have direct control over transit, it continues to seek ways to improve the transit system in Issaquah.

- Existing bus routes provided by Sound Transit and King County Metro
- Four bus shelters (covered, as opposed to uncovered bus stops) exist in the Subarea
- Fourteen new bus shelters are proposed as part of the 20-year Transit and Transit Supportive Programs adopted in the Comprehensive Plan in 2005
- The proposed HOV lanes are also included as part of the 20-year Transit and Transit Supportive Programs
- The proposed High Capacity Transit is part of the 20-year Transit and Transit Supportive Programs and is also included in Vision 2020.

KEY POINTS

1. Issaquah invests $33,000 annually to provide the Route 200 "Free Bee" circulator transit service at no charge to riders.
2. Issaquah provided $1 million toward the improvement of the site for the Issaquah Transit Center in order to gain efficiencies for co-location of a future fire station and to provide related savings to the transit center project
3. Issaquah has formed a Transit Task Force with representatives from the Administration and City Council to find ways to improve local transit service.
4. The Transit Task Force will review the new King County Metro - Transit Now program and draft plans for the next phase of Sound Transit, ST2.

TRANSPORTATION: Proposed 20-Year and TIP Nonmotorized Projects (with links to Parks and Open Space)



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The City of Issaquah is committed to provide a multi-modal transportation system with non-motorized facilities for transportation and recreation. In addition to sidewalks, this includes:

Shared Use Corridors are intended to serve walkers, joggers, roller-bladers and cyclists and connect activity centers such as parks, schools, commercial centers, libraries, high density housing and the regional recreational trail system. Shared Use Corridors typically:

- are physically separated from the roadway by a barrier or open space;
- vary in width from 10' to 12' depending on expected traffic volume;
- provide an Americans with Disabilities Act accessible surface.

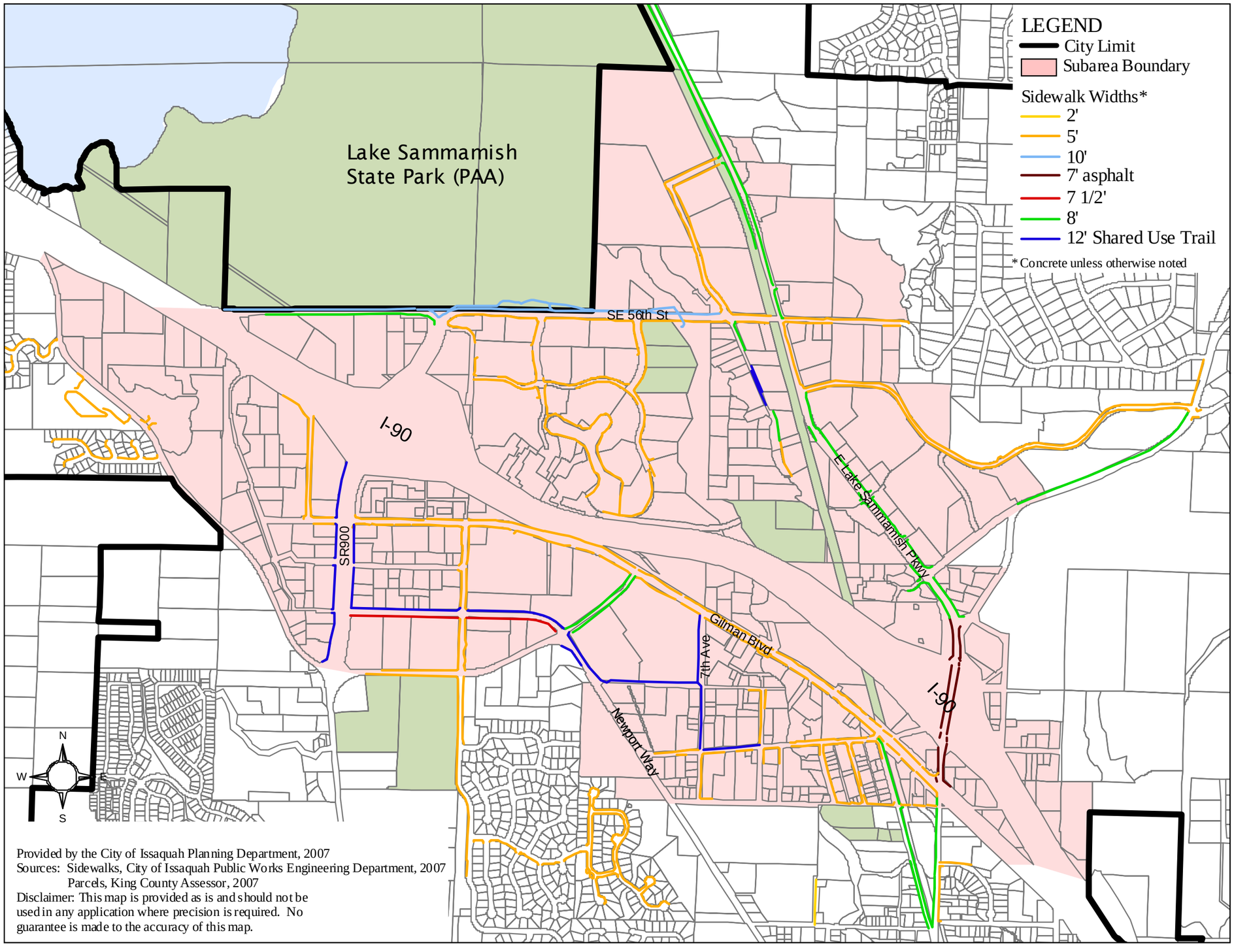
On-Street Bicycle Lanes are typically:

- 4-feet wide on local, collector and minor arterial roads without curbs
- 5-feet wide on local, collector and minor arterial roads with curbs
- 8-feet wide on principal arterials

KEY POINTS

1. The 16.5 mile shared use corridor/ bicycle lane network currently planned for the study area is approximately 47% complete.
2. It is estimated that the plan area network will be 82% complete by 2013 with over $5 million of nonmotorized improvements in the 2008-2013 TIP.
3. At least 5% of the $162 million 2008-2013 TIP funds nonmotorized projects. The full amount is even higher when nonmotorized parts of roadway projects are included.

TRANSPORTATION: Sidewalks



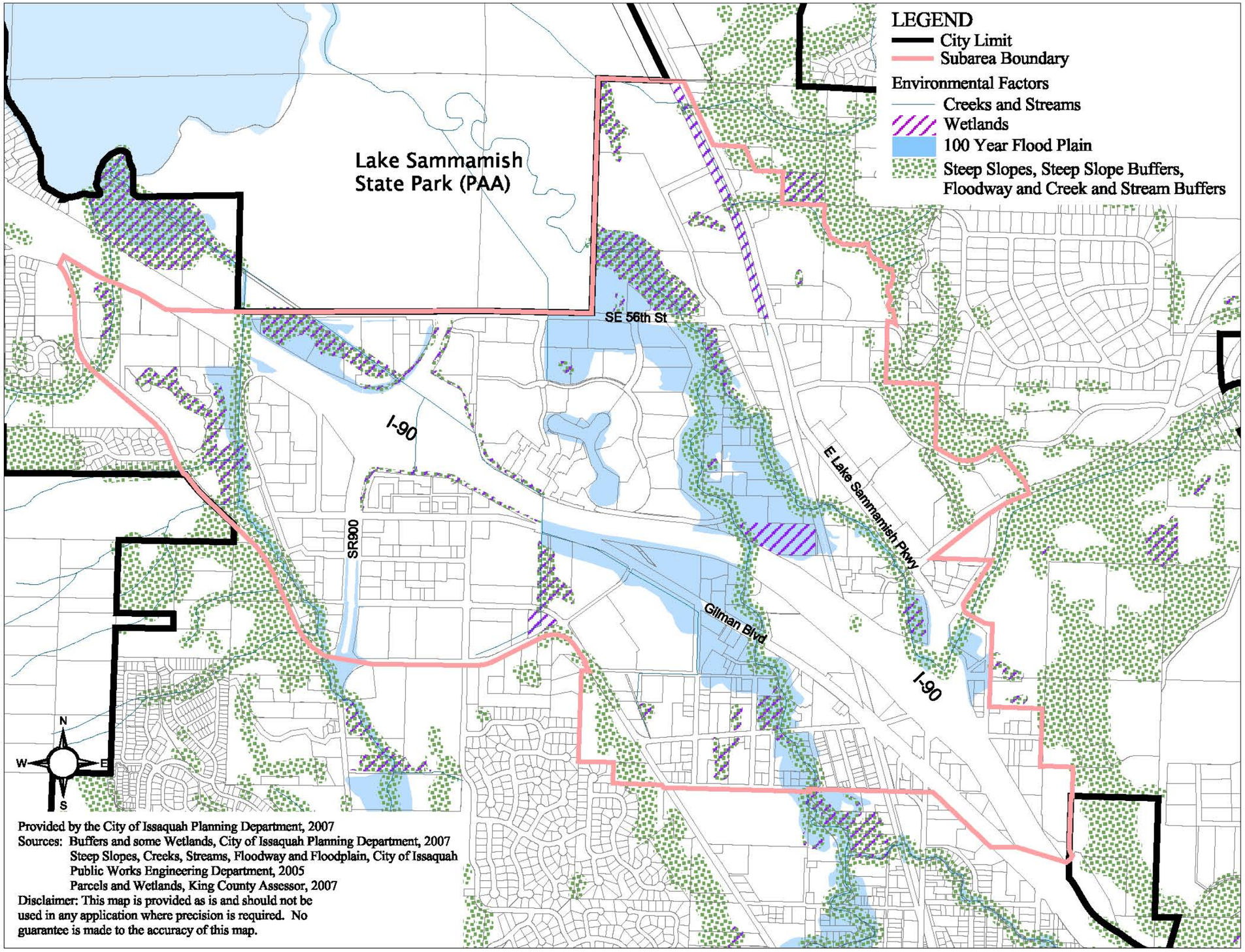
Provided by the City of Issaquah Planning Department, 2007
Sources: Sidewalks, City of Issaquah Public Works Engineering Department, 2007
Parcels, King County Assessor, 2007
Disclaimer: This map is provided as is and should not be used in any application where precision is required. No guarantee is made to the accuracy of this map.

Sidewalks form the primary network for pedestrians and facilitate connections with the transit system. The map to the left shows the existing sidewalk system including widths and materials. The map does not show proposed new sidewalks. New sidewalks are often added with roadway projects or as conditions of development permits. These improvements are complemented by a program for additional sidewalks and sidewalk repair that is developed on an annual basis by the City Council. Funding for the Sidewalk Program is included in the Six-Year Transportation Improvement Program (TIP).

KEY POINTS

1. Just over 50% of the sidewalk network along existing streets within the plan area is complete.
2. The supplemental Sidewalk Program in the 2008-2013 TIP includes over $900,000 for citywide sidewalk improvements in addition to sidewalks from roadway projects and permit requirements.

ENVIRONMENT: Critical Areas and Required Buffers



Critical Areas or environmentally sensitive lands are found throughout the planning area. Issaquah critical areas include creeks, streams, wetlands, flood plain, and the steep slopes of adjacent hills and mountains. Among other benefits, these areas provide habitat for wildlife, reduce potential flooding, and improve water quality. In addition to their ecological functions, these areas provide much of the natural beauty and unique urban setting that Issaquah is noted for.

Accordingly, the Land Use Code contains a number of requirements to help protect these areas. Determining the full extent of critical areas present on a site is an early step in the development process. The code specifically addresses geologic hazards associated with mines, erosion, landslide, seismic, and steep slopes. Code protected aquatic features include: flood hazard areas, wetlands, and streams.

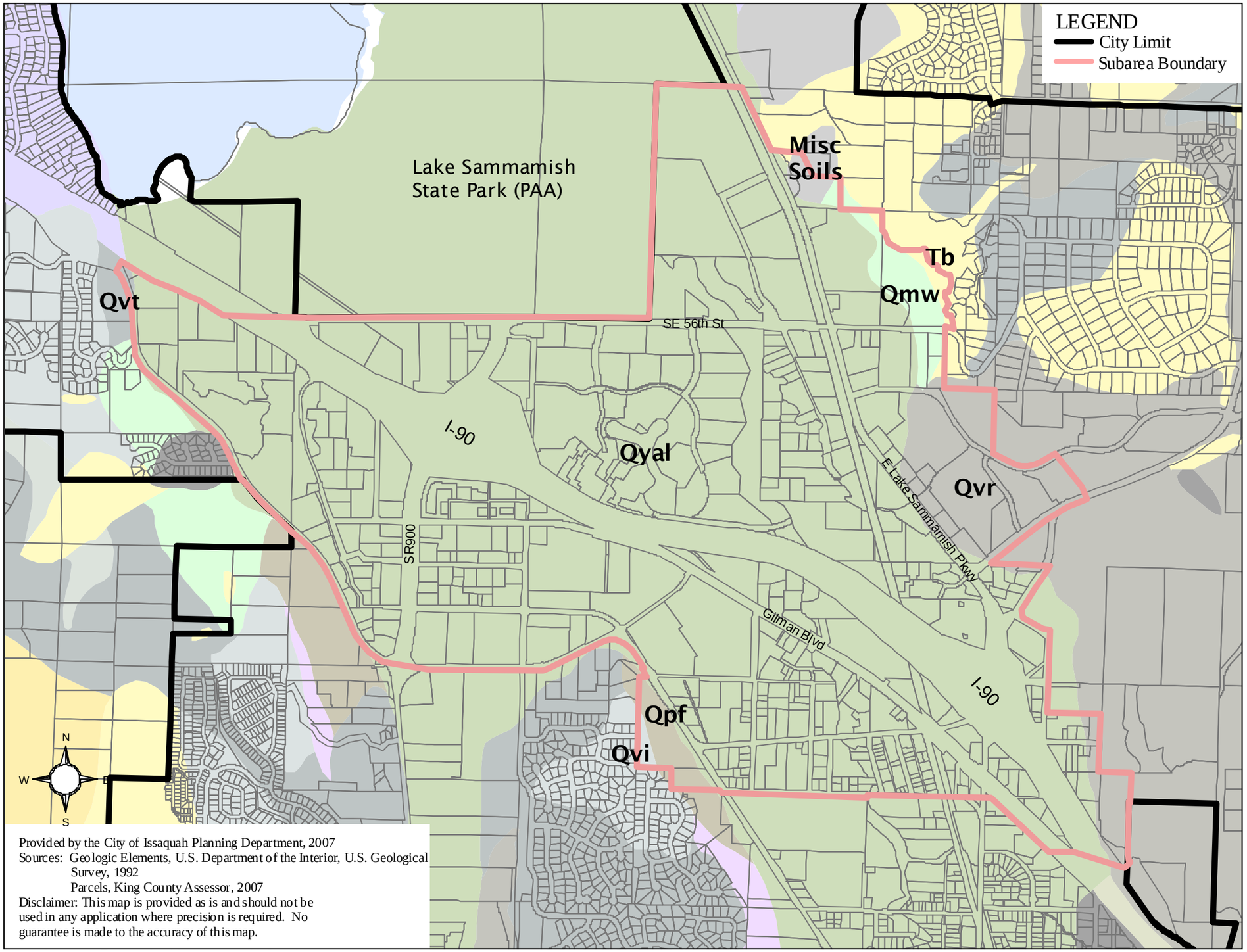
Critical Area features in the Land Use Code include:

- Reductions to permitted site density
- Required buffer areas ranging from 25 feet to 225 feet depending on location and type of critical area.
- Additional building setbacks from buffer areas, typically 15 feet.

KEY POINT

1. Approximately 40% of all of the land in the plan area contains some form of regulated critical area.

ENVIRONMENT: Geology



Provided by the City of Issaquah Planning Department, 2007
Sources: Geologic Elements, U.S. Department of the Interior, U.S. Geological Survey, 1992
Parcels, King County Assessor, 2007
Disclaimer: This map is provided as is and should not be used in any application where precision is required. No guarantee is made to the accuracy of this map.

The Subarea contains several different soils. However, as shown on the Geology map to the left, map unit Qyal covers most of the Subarea. A discussion of Qyal is below. For a description of the other map units included in the Subarea, see Geology in the Glossary.

The substrate within the Subarea generally consists of alluvial soil deposits with lacustrine (lake bottom) sediments at shallow depths in the northern portion of the Subarea.

These deposits typically occur within depths where building foundations and/or below grade parking would occur. Soil strengths are typically weak and can support one- and two-story buildings using conventional shallow footings with care taken in building pad preparation to reduce the risk of differential settlement and minimization of risks due to soil liquefaction during a seismic event. Buildings greater than two-stories typically will require deep (pile) foundations to mitigate seismic risk and provide adequate foundation support.

For below grade parking, ground water in the excavation may need to be addressed.

The eastern portion of the Subarea is likely suitable for using low-impact development techniques for stormwater management. However, land further west in the Subarea has less opportunity to efficiently use low impact development.

INITIAL GUIDANCE: Existing policies and strategies adopted in the Comprehensive Plan and the 2006 Economic Vitality Plan

Following are goals, objectives and policies adopted in the Comprehensive Plan and supporting strategies and actions from the 2006 Economic Vitality Plan.

Land Use

L-3.3, L-4.2, Action A.1.c (#3), Action A.2.a (#4): Create a high density mixed use region in conjunction with Subarea property owners and the public from SE Lake Sammamish west to Lake Sammamish State Park, and downtown Issaquah west to I-90 Exit 15 which encourages a variety of land uses including residential, commercial, office, retail and other appropriate services to meet the needs of the Issaquah community. Use the following as retail or mixed-use models: University Village, Seattle; Third Street Promenade, Santa Monica; and Gaslamp Quarter, San Diego.

Policy L-1.1.1, Policy L-3.3, Strategy A.3, Action A.3.a (#6): Provide incentives to concentrate new growth in the Olde Town, Gilman and Newport Subareas and in appropriate Potential Annexation Areas.

Strategy A.1: Revise the City's zoning and other regulations in order to permit higher densities in specific areas.

L-4.2.4, Policy EV-7.1, Strategy A.2: Establish design standards and regulations for new development and redevelopment which include building orientation towards streets, site and building plans that fully integrate residential, commercial and office components of development, landscaping and buffering of development integration and focal points

L-4.2.4.9, Action A.1.b (#2): Permit a variety of building heights from 3 to 5 stories (45 to 65 feet);

Policy L-4.3, Action C.1.a (#14), Action C.2.d (#19): Allow transfer of development rights (TDR) to encourage higher density and smart growth development in return for open space and natural area preservation. A TDR sending site shall be determined based on its' potential for public benefit such as preservation of open space, areas of historical and environmental significance, critical areas, shoreline areas, forested hillsides, wildlife habitat, creek side restoration sites and aquifer recharge areas.

L-7.1.4.1, Action C.1.b (#15): Promote and provide incentives for elements of sustainability in the natural environment such as expanding non-motorized and alternative transportation modes, sustainable building programs similar to Built Green, LEED™ Certification (Leadership in Energy and Environmental Design), energy and other codes and incentives, recycling, integrated pest management, low impact stormwater measures, aquifer recharge, water conservation, habitat restoration, open space acquisition and other programs. Use public buildings and facilities as models.

Policy L-7.2, Strategy C.1, Action C.2.b (#17): Integrate Sustainable Development criteria, requirements and development standards into the Issaquah Municipal Code to ensure that all projects in the City are required to achieve a minimum level of sustainability and preserve the natural environment.

Action A.2.b (#5): Develop a street furniture program: bus stops, informational kiosks, wayfinding, signage, and lighting. Incorporate design standards, while allowing different designs for different parts of the city; encourage designs that provide cover and weather protection.

EV-4.2.4.13 Encourage Bed and Breakfast and Country Inns to integrate with public developments including public gardens, parks, and pedestrian and bicycle trails to connect with other Subareas.

4.2.2 Provide incentives to promote the clustering of commercial, office and residential uses to discourage strip development;

4.2.7 Encourage and promote redevelopment, infill and retrofitting of non-constrained under-utilized parcels, parking lots, and buildings into mixed use through incentives. These incentives could include flexible methods to meet parking requirements, density bonus for the provision of public places and pedestrian orientation, structured parking and off-site storm water detention management.

H-1.4 Maintain the characteristics and scale of distinct traditional, suburban, and mixed-use neighborhoods by establishing variable standards for each neighborhood category in Subarea plans. Street improvements, street design, pedestrian and bike paths, nearby park and recreation standards, and related standards may differ based on the needs of the neighborhood category.

L-4.2.5 Permit parking requirements to be met by the use of flexible and creative mechanisms such as allowing on-street parking to credit toward parking requirements, shared parking, and other methods;

L-4.2.8 Require new and redeveloping projects to place buildings and their entrances facing the street, with the parking area limited to the rear, the side or below grade. Where possible, pedestrian oriented frontage roads should be created along the front of existing strip commercial buildings;

L-4.2.9 Permit transit centers in all commercial, office and mixed use zones, and establish design and development criteria such as:

- **4.2.9.1** require inter-connection with other transit centers within the City, neighborhood hubs, and residential areas, and require inter-connection to the pedestrian/bicycle network. Bike parking/storage facilities shall be required;
- **4.2.9.2** allow for a mix of convenience services to occur at transit centers, including park-&-ride lots, small scale grocery, and day care;
- **4.2.9.3** require site and building design to provide automobile access while establishing pedestrian/bicycle orientation and circulation;

Economic Vitality

Objective EV-2, Strategy E.3, Action E.3.a (#32): Increase and maintain the local economic vitality by promoting and encouraging a diversity of goods and services and balanced employment opportunities within the City. Business types can include technology-focused businesses, new retail operations, professional and office-based businesses and services, medical facilities, ecologically-focused businesses, and tourist-based business.

Policy EV-2.3, Strategy D.4, Action D.4.a (#26): Recognize and leverage the roles of tourism, recreation, cultural facilities and nature for attracting and enhancing diverse economic and residential development.

Action D.2.a (#24): Encourage creation of a performing arts center, possibly in affiliation with the high school, or as part of the municipal campus. Explore the feasibility of developing the center in partnership with non-profit groups.

Strategy D.1: Promote "destination" businesses.

Action D.1.a (#23): Promote a relationship between entertainment, dining, and other cultural activities.

Strategy D.2: Promote Issaquah as an arts destination.

EV-4.2.4.11, , Strategy F.3, Action F.3.a (#36): Permit and encourage hotels and/or convention centers or institutional uses, such as a hospital or higher education facility, such as Bellevue Community College, as part of the allowed intensive commercial component of a development.

Environment

Goal CP-5, Strategy C.2, Strategy C.3: Community Design: Enable environmentally friendly behavior to help preserve and enhance the natural and physical environments that reflect Issaquah's sense of place in a comprehensive and holistic manner.

Policy L-7.3, Action C.2.a (#16): Manage [City owned] land in a sustainable manner including creekside and wetland restoration programs that improve habitat enhance water quality and salmon habitat near creeksides and shorelines and decrease flooding potential.

Action C.2.d (#19): Preserve open space and views: ensure that the Tiger Mountain view corridor is preserved, as well as other views from the valley to the hills.

Action C.3.a (#20): Create incentives for exceeding City requirements for environmental protection and enhancement in the areas of green design; provision of green space; low-impact development; storm water retention; shoreline and creekside development; and construction incentives to mitigate parking requirements.

L-1.1.8 Require protection of critical areas. "Critical Areas" include the following areas and ecosystems: (a)Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas: and (e) geologically hazardous areas, as defined in RCW 36.70A.030 (5);

L-1.1.8.3 Critical Area protection shall include measures for a net improvement in Critical Area functions in the review of new development and for redevelopment.

Housing

Policy H-1.11, Action A.1.b (#2): Locate the highest density housing (up to 20 dwelling units per acre) in areas that are most accessible to transit, and within walking distance to services by encouraging Transit Oriented Development and similar uses.

4.2.1 Providing incentives to encourage and promote residential development in the form of cluster and mixed use development.

Action A.1.b (#2): Focus on affordable housing in [specific] areas.

Policy H-2.5 Housing requirements: Achieving affordable housing should remain a top priority by amending the Land Use Code to establish requirements such as:

2.5.1 Establishing design standards that support the construction of affordable housing...while maintaining the positive character, scale, and other design elements of existing neighborhoods and not adding a significant cost to the project's development.

2.5.2 Establishing a percentage of the increased density that will be devoted to providing affordable housing when rezones or annexations occur.

Policy H-1.6 Mixed Use Areas: Encourage housing in mixed-use areas that supports pedestrian-oriented activities, reduces Single Occupancy Vehicle trips, and supports transit through the following methods:

1.6.1 Reduce parking requirements or use shared parking if located near commercial or employment activities, park-&-ride lots, or other transit;
1.6.2 Allow parking credit if nearby on-street parking is available;
1.6.3 Allow flexible development standards for creating various positive attributes of mixed-use housing such as focal places (private or public), pedestrian and bike paths, and private outdoor areas;
1.6.4 Allow building height and lot size flexibility to achieve density and/or other mixed-use elements when community benefits are provided;
1.6.5 Allow housing types such as townhouses, row houses, small lot single family subdivisions, clustered units, single room occupancy and studio residential units;
1.6.6 Allow flexibility in lot sizes.

Policy H-1.3 Multifamily developments should:

1.3.1 Be located near commercial centers;
1.3.2 Be located near transportation services;
1.3.4 Serve as transitional areas between commercial and lower density, single family housing;
1.3.3 Be oriented toward streets, rather than parking lots, to emphasize pedestrian friendly streets.

Transportation

T-37, T-38, Strategy B.4 Engage in discussions with regional agencies and adjacent jurisdictions to attempt to influence regional decision making processes that benefit the regional transportation system but also promote the transportation system in the Issaquah community.

L-4.2.11, Transportation Goal H., EV-1.1.4, Strategy B.6, Action B.6.a (#13) Continually pursue methods to reduce dependency on single occupancy vehicles (SOV) such as requiring commute trip reduction and encouraging and supporting multi-modal forms of transportation linking Subareas.

T-30, Strategy B.5 Make bicycle and pedestrian facilities attractive and safe through maintenance.

T-28, Action B.1.b (#8): Continue to investigate potential nonmotorized corridors that link existing neighborhoods with destinations such as schools and parks, where needed such as additional I-90 crossing over- and underpass options.

Nonmotorized Background, EV-1.1.1, Action D.4.a (#26): Require nonmotorized, urban corridors is to provide a safe, interconnecting pedestrian network for commuter and recreational cyclists and pedestrians to get from point A to point B such as urban activity areas to recreational trails and regional nonmotorized routes.

Action D.4.a (#26): Create a "string of pearls" linking all of Issaquah's "treasures" by trails and walkways. Create maps and directional signs identifying the location of Issaquah's historic, cultural, recreational, and environmental amenities.

ST-4, Action B.5.a (#12): Create pedestrian emphasis districts (PEDs) where land use, transportation services and amenities are designed and oriented to prioritize, support and foster pedestrian mobility. PEDs are viewed as areas with increased transportation options and therefore would not exclude motorized options. Make downtown Issaquah a pedestrian center, enhancing its role as a gathering place.

Action B.3.a (#10): Increase service and the service area on the free bus circulator within Issaquah (Metro Transit route 200). The goal is service operating every 5 to 10 minutes, with the majority of the community within a quarter-mile walk from the circulator route. Ensure that both park & ride facilities, major employers, retail areas, and all neighborhoods and urban villages are connected. Expand to include service to natural features: trailheads serving Squak, Tiger, and Cougar mountains, or South Cove and Lake Sammamish, for example. Consider a distinct image for the shuttle, such as an old-fashioned "trolley" theme, for system identification.

Action B.2.a (#9): Lobby for inclusion in Sound Transit phase 2 planning.

T-18 Ensure that regional transit system development occurs in accordance with the adopted Sound Transit Phase 2 system map and plan and King County Metro six-year plan by working with the regional transit providers.

ST-6, Strategy B.2, Action B.2.a (#9): Begin implementation of Transit Needs Study including increased transit service and transit facilities. Also advocate and lobby for increased funding for expanded transit routes in Issaquah and its Potential Annexation Areas.

Transportation Goal E, Strategy B.1: Use roadways to their maximum capacity by optimizing the value of transportation investments and resources.

6.2.2, Action C.3.c (#22): Coordinate inter-governmental solutions emphasizing education, regulation, monitoring, enforcement and identification and implementation of best environmental management practices such as the Washington Department of Fish and Wildlife

education and best practices models to prevent further degradation and to restore surface water quality.

Strategy B.3 Connect the entire city via a tram or shuttle.

Action D.4.b (#27): Increase access to natural resources: provide paths and trails connecting parks, creeks, Lake Sammamish and other natural amenities. Provide a continuous trail system along the creek. Provide benches and other amenities along the creek trail, and along other trails.

T-6, Action B.6.a (#13): Develop, implement encourage participation in and continue to monitor transportation demand management regulations and strategies that address the following factors.

- Parking
- Services to increase high-occupancy vehicle (HOV) use
- Fully utilize HOV lanes.
- Increased participation in Commute Trip Reduction (CTR) programs
- Increased public awareness of available travel alternatives

Survey commuters on existing driving patterns, and develop alternative strategies.

Policy L-4.0.3 Activity Areas should receive frequent peak hour transit service.

L-4.2.3 Require that regional commercial uses and services be located with direct arterial access to I-90 to preserve the local transportation system with the exception of those regional uses and services located in the CBD and Olde Town Subarea.

L-4.2.4 Establish design standards and regulations for commercial, office and residential uses which include the following:

4.2.4.1 require pedestrian oriented internal site circulation;

4.2.4.3 encourage on-site structured parking buffered from adjacent uses;

4.2.4.12 require a transit center or regional transit station within larger employment areas which is inter-connected to developments by a network of pedestrian walkways and bicycle paths. The transit center and/or development shall be required to provide bike parking/storage facilities.

4.2.4.13 require that site and building designs be pedestrian oriented with provisions for transit and automobile access.

Parks

Objective P-4, Policy P-7.5, Strategy D.3, Action D.3.a (#25): Ensure Issaquah's park system has a strong orientation towards providing parks, recreation and open space facilities and opportunities for future generations. When feasible, give priority to the acquisition and development of sites that provide recreational facilities within neighborhoods in the City. Use park bonds, when necessary.

Policy P-3.3 Protect Gilman Boulevard's signature landscaping, trees, plantings, grassy open spaces, trails and creek access from new development and improvements by ensuring no net loss of landscaping.

Regulations and Permitting

EV-5.1.1, Strategy E.1: Update the Land Use Code and other development regulations to ensure consistency with the City's land use goals and policies and to create a predictable regulatory environment.

Policy EV-5.1, Action E.1.b (#29): Streamline regulatory compliance to increase efficiency and reduce the City's response time to the public. If necessary, use focus group to identify areas for improvement and ways to improve permit processes.

GLOSSARY

Community Facilities: Publicly owned land and/or facilities; also a class of zoning districts that applies to the same.

Density: Amount of development on a parcel of land, especially residential, usually expressed as housing units per acre.

Floor Area Ratio (FAR): A numeric expression of the amount of gross floor area contained in a building relative to the amount of land occupied by the same. FAR is a measure of density used most often for commercial buildings.

Geology:

Qvt: Compact diamict containing subrounded to well-rounded clasts, glacially transported and deposited. General forms and undulating surface a few meters to a few tens of meters thick. Also found more sporadically within areas mapped as unit Qvi.

Qvr: Recessional outwash deposits. Mainly stratified sand and gravel, moderately to well sorted, and less common silty sand and silt. Mostly exposed along the four east-west trending outwash channels that carried glacial meltwater westward into glacial Lake Sammamish from glacial Lake Snoqualmie during ice retreat. Foreset bedding is exposed in several of these deposits, reflecting delta growth into the glacial-age lake. The youngest recessional outwash, deposited during the lowest stand of glacial Lake Sammamish immediately prior to full ice retreat from the lowland is located just south of the town of Issaquah.

Qyal: Younger alluvium. Moderately sorted cobble gravel, pebbly sand, and sandy silt mapped along the major stream channels. Also includes sediments of similar texture and age found in low-lying areas adjacent to Sammamish Lake, particularly beach and shallow lacustrine deposits that are not discriminated at map scale. Stippled areas are subject to inundation by modern stream flows under present land use and climatic conditions.

Qmw: Mass-wastage deposits. Colluvium, soil or landslide debris that has indistinct morphology; shown where sufficiently thick and continuous to obscure underlying material. Primarily mapped downslope from the contact between units Qva and Qtb above the eastern shore of Sammamish Lake and the wets side of the Issaquah Creek valley, where widespread movement of groundwater-saturated soil has occurred. Numerous unmapped areas of mass-wastage deposits occur elsewhere in the quadrangle in equivalent topographic and geologic settings but are too discontinuous or too poorly exposed to show at map scale. Deposits, both mapped and unmapped, include abundant discrete landslides from 1-10 meters in lateral extent. At low elevations, mapped areas may include some lake-bottom sediment of late-glacial age.

Qvi: Ice-contact deposits. Similar in texture to unit Qvr but containing a much higher percentage of silt intermixed with granular sediments. Also mapped in areas that have collapse features such as closed depressions between Laughing Jacobs Lake and Beaver Lake, suggesting deposition against stagnant melting ice. Deposits are most extensive along the southern meltwater channel through the Laughing Jacobs Lake area, along both sides of the Sammamish Lake trough in the vicinity of Monahan (east side) and above Greenwood Point (west side), and flanking the Tibbetts and Issaquah Creek valleys. Subscripts on this unit follow the same age convention described for unit Qvr.

Qpf: Glacial sedimentary deposits of pre-Fraser glaciation age (Pleistocene). Mainly moderately to strongly oxidized diamict, comprising a silty matrix and rounded, locally striated gravel clasts of mixed lithology. Weathering rinds on gravel are typically only a fraction of a millimeter thick. Also includes slightly oxidized silt and clay found in close association with diamict. Exposed only along the valley below Laughing Jacobs Lake and the lower valley walls of Tibbetts Creek.

Tb: Blakely Formation of Weaver (1912) (Tertiary). Medium-grained sandstone, coarse-grained sandstone, conglomerate and minor siltstone, fresh to highly weathered. Massive to well bedded. Quartz, feldspar and lithic volcanic grains present in varying amounts. Deposited in a shallow marine to coastal environment. Distinguished from rocks of underlying Puget Group by presence of marine fossils; mapped contacts with underlying Puget Group largely adopted from Walsh (1984)

Land Use: The primary type of activity or building on a given parcel of land. Each zoning district designates permitted uses, the land uses allowed in a given location.

Limited Liability Corporation (LLC): A legal form of corporate organization often used for commercial land ownership companies and groups.

Mixed Use: A mix of land use types on the same parcel of land or in close proximity to one another, especially residential mixed use with housing contained in the same building as commercial uses.

Potential Annexation Area (PAA): Areas designated in the King County Comprehensive Plan and in a local comprehensive plan for potential annexation by a specific city.

Pedestrian Emphasis District (PED): A term used in the Issaquah Comprehensive Plan to describe an area planned and designed to provide greater access and mobility to pedestrians and transit.

Planning Policy Commission (PPC): Issaquah's Planning Commission, a volunteer board appointed by the Mayor and confirmed by the City Council to advise both on planning matters related to land use and development, including the Comprehensive Plan and the Land Use Code.

Receiving Site: A land designation of the TDR program that indicates a parcel determined to have access to sufficient urban services and infrastructure while having relatively few environmental constraints. Such a parcel has been determined to be eligible for additional development with the purchase of development rights from a TDR Sending Site.

Sending Site: A land designation of the TDR program that indicates a parcel determined to have a significant amount of environmental constraints making it less suitable for future development. Such a parcel has been determined to be eligible to sell development rights to a TDR Receiving Site.

Transfer of Development Rights (TDR): A regulatory program designed to provide market choice and incentives toward the preservation of environmentally sensitive land. A TDR program achieves this goal by allowing owners of environmentally constrained parcels to sell and transfer development rights to owners of parcels more suitable for increased development.

Transportation Improvement Program (TIP): A state required 6 year program adopted by the City Council that designates all transportation projects and supporting funding intended for the given 6 year period.

Transitways: Classification of streets by local government to reflect existing and/or desired transit service levels. This helps inform investment decisions in transportation projects and services as well as helps guide compatible land use decisions in future planning.

Washington State Growth Management Act (GMA): The primary state law addressing land use planning and regulation in Washington.

Zoning: Refers to the zoning chapter of the Land Use Code as well as to the specific zoning district adopted for a given parcel. Zoning is a primary form of land use regulation that guides development in terms of features such as allowed land use, permitted building height, and building setbacks from property lines. Issaquah's zoning districts include:

Tradition Plateau-Natural Resource Conservation Area (TP-NRCA)
Conservancy Recreation (C-Rec)
Community Facilities-Facilities (CF-F)
Community Facilities-Recreation (CF-R)
Community Facilities-Open Space (CF-OS)
Conservancy Residential (C-Res) *allows one dwelling unit/five acres*
Single Family Estates (SF-E) *allows 1.25 dwelling units/acre*
Single Family Suburban (SF-S) *allows 4.5 dwelling units/acre*
Single Family Small Lot (SF-SL) *allows 7.26 dwelling units/acre*
Single Family Duplex (SF-D) *allows 7.26 single family dwelling units/acre or 14.52 duplex dwelling units/acre*
Multifamily Medium (MF-M) *allows 14.52 dwelling units/acre and some commercial uses*
Mixed Use Residential (MUR) *allows 14.52 dwelling units/acre and some commercial uses*
Multifamily High (MF-H) *allows 29 dwelling units/acre*
Professional Office (PO) *allows mix of uses including residential*
Retail (R) *allows mix of uses including residential*
Intensive Commercial (IC) *allows a mix of uses – no residential*
Mineral Resources (M)
Urban Village-East Village (UV-EV) *Talus Development. Mixed uses, but primarily residential*
Urban Village (UV) *Issaquah Highlands. Mixed uses with more than two million square feet of office/commercial planned.*

Sources

The following were sources for all of the maps, unless otherwise noted.

Parcels: King County Assessors Office, 2007
City Limits: City of Issaquah Public Works Engineering Department, 2006
Subarea Boundary: City of Issaquah Planning Department, 2007

Overview: Aerial Photograph of the Central Issaquah Commercial Subarea

Aerial Photograph: City of Issaquah, 2006

Land Use: Zoning

Zoning: City of Issaquah Planning Department, 2006

Land Use: Transfer of Development Rights

TDRs: City of Issaquah Planning Department, 2005

Land Use: Existing Uses

Present Uses: King County Assessor's Office, 2007
Existing Uses: City of Issaquah Planning Department, 2007 (interpreted from the King County Assessor's Office information)

Land Use: Capital Facilities and Historic Landmarks and Sites

Historic Sites: King County Historic Preservation Program, 2004
Facilities: City of Issaquah Public Works Engineering Department, 2007

Land Use: Built Environment (Current and Potential Zoning Buildout)

Impervious Surface: City of Issaquah Public Works Engineering Department, 2007
Building Height, Floor Area and Housing Units: King County Assessor's Office, 2007
Potential Zoning Buildout: City of Issaquah Planning Department 2007

Land Use: Subarea Property Annexed after 1995

Annexed Parcels: City of Issaquah Planning Department, 2007
Wells and Future Water Annexation Area: Sammamish Plateau Water and Sewer District 2001 Comprehensive Plan

Economic Vitality: Development/Redevelopment Potential

TDRs and Vacant and Redevelopable Land: City of Issaquah Planning Department 2007

Economic Vitality: Major Property Owners

Property Owners and Lot Sizes: King County Assessor's Office, 2007

Transportation: Roadway and Transitway Classifications

Classifications: City of Issaquah Planning Department, 2005

Transportation: Proposed 20-Year and TIP Roadway Capacity Projects

20-Year Roadway Capacity Projects: City of Issaquah Planning Department, 2005
2008-2013 Transportation Improvement Plan: City of Issaquah Public Works Engineering Department, 2007

Transportation: Proposed 20-Year and TIP Transit Projects

20-Year Roadway Capacity Projects: City of Issaquah Planning Department, 2005
2008-2013 Transportation Improvement Plan: City of Issaquah Public Works Engineering Department, 2007

Transportation: Proposed 20-Year and TIP Nonmotorized Projects

20-Year Nonmotorized Projects: City of Issaquah Planning Department, 2004
2008-2013 Transportation Improvement Plan: City of Issaquah Public Works Engineering Department, 2007

Transportation: Sidewalks

Sidewalk Inventory: City of Issaquah Public Works Engineering Department, 2006

Environment: Critical Areas and Required Buffers

Buffers and some wetlands: City of Issaquah Planning Department, 2007
Steep Slopes, Creeks, Streams, Floodway and Floodplain, City of Issaquah Public Works Engineering Department, 2005
Wetlands, King County Assessor's Office, 2007

Environment: Critical Areas and Required Buffers

Geologic Elements: U.S. Department of the Interior, U.S. Geological Survey, 1992